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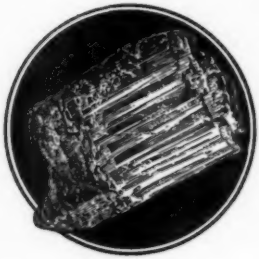
ASBESTOS

Vol. 4 JULY, 1922 No. 1



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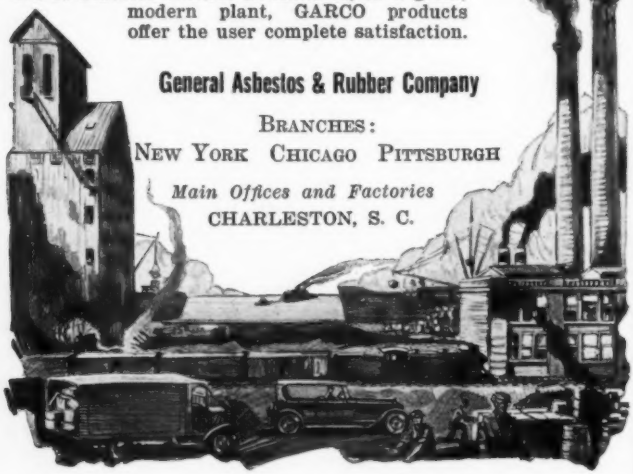

Something New

REMEMBER, when planning your coal bunkers, that they must be built with capacity varying inversely to the efficiency of the heat insulation you use throughout your plant. The greater the resistance of the insulation to heat loss, the less coal you will burn, the smaller you need build your bunkers. A new heat insulation has been undergoing investigation, tests and trial for the past two years. It is just now being put on the market. Composed of asbestos and loose diatomaceous earth, constructed in accord with the principles of resistance to heat flow, it has proven of unsurpassed insulating value. It is flexible enough to conform to the irregularities of the surface it covers, and to fit it snugly. It possesses sufficient ruggedness to withstand the knocks, bumps and weight of workmen walking on it which it is likely to encounter, and to last indefinitely in service. *It is*

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A MONTHLY MARKET JOURNAL

DEVOTED TO THE INTERESTS OF THE
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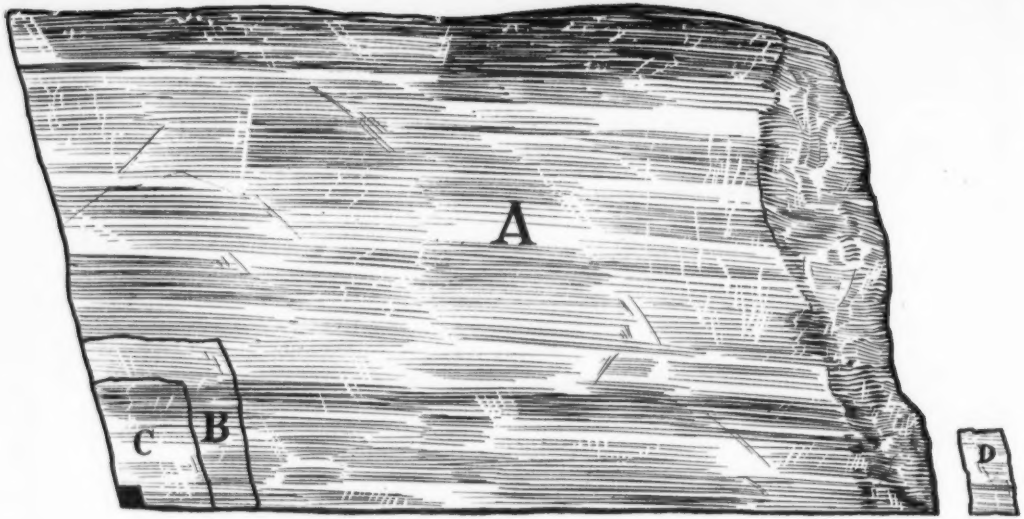

ILLUSTRATING PRODUCTION OF ASBESTOS IN 1921

The large block A represents the rock hoisted in Canada (2,224,138 tons) in order to produce 129,734 tons of Crudes, Fibre and Asbestic, represented by the block B.

C shows the amount of Asbestos used by the United States during the year (63,400 tons), while the little black square in the corner represents Crudes (2,976 tons) mined in Canada during the year.

D, off by itself, shows production of Asbestos in Rhodesia during 1921 (21,872 tons).

The Early History of Pipe Covering

As Told By Veterans in the Industry

Editor's Note—We have asked several veterans in the Pipe Covering Industry to set down some of their early recollections of the trade, and feel sure that our readers will find both interest and profit in these reminiscences.

Colonel Thomas M. Valleau, now president of the Valleau-Quinn Corporation of New York City, entered the game in 1858, and we will give his story, told in his own words, first. He says:

To my knowledge, steam pipes were first covered in 1858. I remember the date well because I know it was three years before the Civil War broke out. At that time I was an apprentice sail-maker, and, with other mechanics, was repairing the canvas on the decks of the steamboat Francis Skiddy. She had four boilers (two on each side) and all the steam pipes were exposed. In the course of her refitting new carpets were laid in the staterooms, and we sailmakers took the old carpet, wrapped it four ply around the steam pipes and then sewed over the carpet the same kind of heavy canvas that was being used on the decks.

A year or two later Russia felt came to New York. It was hair felt in squares of three or five feet, one-half inch thick and tapered so that it could lap on the ends.

In 1860 hair felt was manufactured by Thomas Cuthbert, in New York, at 21st and 1st avenue. He made it 50 feet long by six feet wide, one inch thick and in rolls of 300 square feet. Cuthbert's hair felt had a wool backing. Cuthbert covered the boilers of the steamboat Mary Powell with this hair felt when she was built in 1860, I helping both in the covering of the boilers and in canvassing the decks.

Next came the hair felt made by George Jackson, of Little Falls, N. J., and Bloodgood Brothers, of Rahway, in 1862 and '63. This was fifty feet long by six wide, one inch thick and also had wool backing. In 1865 the Lowell Felt Mills started to make hair felt from carpet lining one quarter to two inches thick. This felt was quite an improvement

on previous ones made as it was felted very closely, and since it was made in strips but three feet wide, was much easier to handle.

The first cement insulation was made in 1865, but at that time asbestos was not known in the business. During that year the New Jersey Felt Works, of which company George Jackson was head, secured the contract to cover the eight boilers of the Sloop of War Madawaska. I did the work of installation, and after it was finished, and they got up steam it was found that the breeching was very hot, and would have to be insulated in some way. So I got a mason and we tried a mixture of clay and plaster of paris, putting on a layer about three inches thick and then a one-inch mesh wire, over which we applied a finish coat of about one-half inch of plaster of paris. It made a big difference in the temperature of the boiler room, but after two or three days cracked badly. So we covered it over with galvanized iron which filled the bill.

In 1869 or '70 I covered the pipes and boilers of three boats at the Novelty Iron Works, foot of 9th street, East River, and got the same mason to cover the breeching with the plaster of paris and clay mixture.

A few months later I heard that a large boiler at the Atlantic docks in Brooklyn was covered with cement and upon going down, from curiosity, to inspect it, found that the work had been done by Chalmers-Spence Company, and that the mason who had worked for me had done the job for them.

The Chalmers-Spence Company opened a place at the foot of East 9th street and started in the business, doing for years the insulation work on the boats built by John Roche, both at New York and Chester, Pennsylvania. They sold a sort of cement mixture in barrels, the mixture containing about 15% asbestos fibre. This mixture was applied to the pipes with a trowel. Later Chalmers-Spence Company merged with the old H. W. Johns Company.

In 1885 Robert A. Keasbey came to New York City with magnesia sectional covering. It was the first section covering, outside of paper section covering, that I had seen. This magnesia sectional covering had many imitators, but none could equal it. One of the imitations got soft when

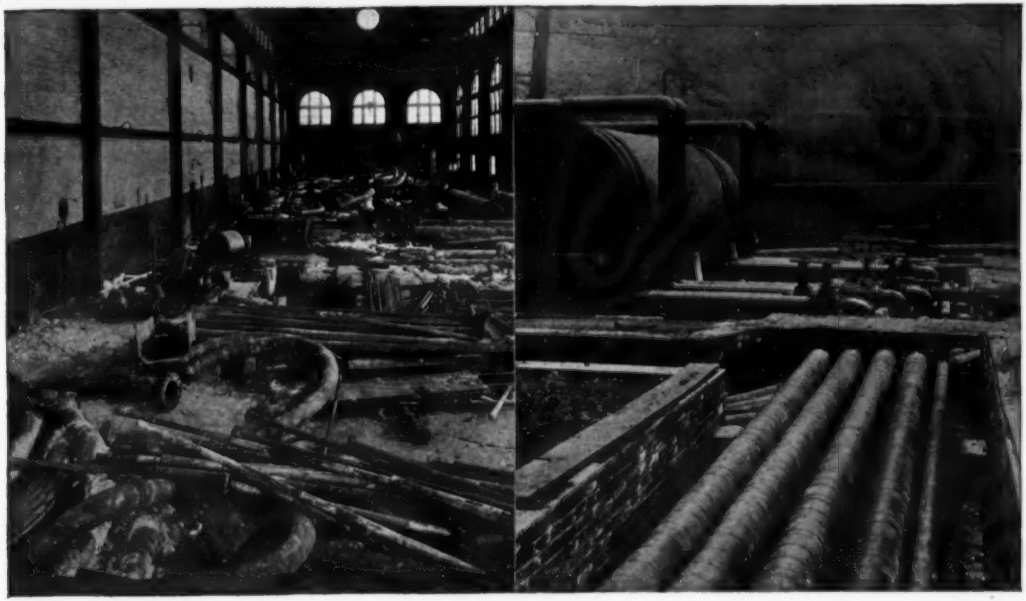

Photo by courtesy of the Magnesia Association of America

When they dismantled the Cedar Street Power House at Cleveland, they removed the 85% Magnesia Covering which had been in use for 20 years, and applied it, in perfect condition, on a new installation.

applied to the hot pipe, and the hotter the pipe the softer the covering would become.

In 1897 a sectional covering made of infusorial earth, plaster of paris and asbestos fibre was manufactured by Valleau-Costigan Company, but it did not equal 85% magnesia.

In 1898 the first asbestos air cell covering was produced in Douglas street, Brooklyn, by one Lansky, who later merged with Phelps Brothers.

In 1899 nonpareil cork made its appearance in New York, and a little later a covering called magnabestos was made by the Keasbey & Mattison Company.

The only genuine asbestos sectional covering was called toupees. The H. W. Johns Company took the agency for this covering and, I think, manufactured it. It was made in sections three feet long and one inch thick, made of asbestos paper to fit the various sized pipes, with a layer one inch thick of long asbestos fibre, then asbestos paper on the outside. The ends and cuts were sealed by dipping in a vat of silicate of soda, and when dried were hard and uneven. I used this toupees covering on two jobs, one at the Jamaica Water Works and the other at Brokaws residence, 79th and 5th avenue, at both of which places it can still be seen. Toupees covering, however, was extremely expensive and therefore did not last long in competitive service.

Commander Henry F. Grier, now vice president of the Central Asbestos and Magnesia Company of Chicago, entered the pipe covering business at a little later date than Colonel Valleau, and his experience has been mostly in the West, in and around St. Louis. His story follows:

In 1869, while traveling salesman for a St. Louis, Mo., firm, I met at my boarding house a young Scotchman whose name was James V. Chalmers. Chalmers represented the Chalmers-Spence Non-conductor Company of New York, who were manufacturing a patent non-conducting covering

for steam boilers, pipes and other hot surfaces.

The business was a new one to me and having had engineering experience, the novelty attracted my attention. Chalmers remained in St. Louis for some months and put up a new plant for the manufacture and sale of his product.

The machinery for the plant was sent from the Morgan Iron Works, owned by Mr. John Roche, and located at the foot of 9th street, East River, N. Y., and afterwards moved to Chester, Pa. The machinery was very simple, consisting

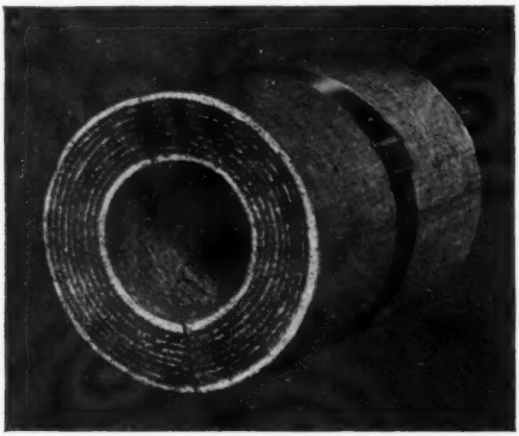

Photo by courtesy of the Twin City Pipe Covering Co., St. Paul, Minn.

As will be seen by the stories of Colonel Valleau and Commander Grier, in the seventies they used "any old thing" for pipe covering. Now there is a specific kind of covering designed for almost every purpose. The above specimen is used for covering train pipes and for that reason is so constructed as to withstand vibration.

of a cast iron pan about two feet deep and eight feet across the top, in which were two solid, heavy, cast iron rolls, about four feet in diameter and with a face about 20 inches wide. These were made to roll around in the pan by being geared to an upright shaft and connected by belt to a steam engine which propelled the rolls when needed to crush the

material used in the manufacture of this non-conducting covering.

The material used was fire clay, charcoal and saw dust and cattle hair as a binder, all in proportions as were found to be best, all ground fine and mixed with water and a black tarry oil called residium. When properly ground and mixed it was placed in tight barrels, about the size of fish barrels, each barrel of the mixture weighing about 400 pounds.

After talking it over during the summer I engaged to go to work for the firm of Chalmers-Spence Non-Conductor Company in October, 1870. A week or two after engaging me, Chalmers had to go to New Orleans and left me alone to handle the manufacturing and sales of this St. Louis branch.

I got several jobs of steam pipe covering, which the men employed by Chalmers easily did at the rate of 60c per square foot, measuring on the outside of the covering, making wages about $2.00 a day of ten hours. The price of the material was about $45.00 per ton, delivered in barrels.

I got several jobs among the Mississippi boats which ran to New Orleans and St. Paul and the work gave fine satisfaction. We covered the main steam pipes one and one-half inches thick and wrapped it with wire. The boat owners found that the steam at the engine was dry and saved a large amount of coal. Before we did the work on the pipes they never had any covering on the pipes and carried about 150 pounds steam, all high pressure, on the two-flue horizontal boilers which were about three feet in diameter and twenty feet long.

In my travels on steamboats I saw one that had the boilers covered with common yellow clay mixed with water and cow manure, this making a fairly good job when dried out.

In hunting jobs I got a hot one at a blast furnace in South St. Louis. It was covering the bustle pipe around the furnace. This bustle pipe conveyed the hot gases to

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melt the iron ore. I took the order at 75c per foot, and it was so hot—a low cherry red—that the men would not work at it, so I had to do it myself, as I was young and could stand the heat. I got the work done in a satisfactory manner, putting the mixture on two inches thick. I know it lasted a year, but how much longer I never knew.

In the spring of 1871, on April 6th, I went to Chicago and had a good run of work. Among the jobs was one of

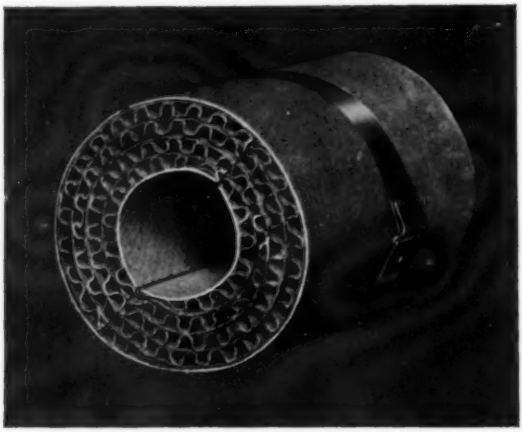

Photo by courtesy of the Twin City Pipe Covering Co., St. Paul, Minn.

Illustrating Air Cell Covering, the old standby for low pressure, particularly house heating plants.

some big Scotch boilers fourteen feet in diameter and twenty feet long, at the pumping station of the Chicago Water Works on Chicago avenue. When I applied to the Chief Engineer and told him what I had, he laughed at me and called me a fraud, but I persisted in showing him what I could do and finally got the order to cover one boiler, then all of them. In the summer of that year, 1871, I covered the boilers and pipes on the lake steamers—*the first ones ever covered in this way.*

In Johnstown, Pa., I came across a novelty in the iron

mills of the late John Morrell. Some of the pipes were covered with rope made of straw drawn thru a cream of clay and wrapped on the pipe spirally. It worked fairly well but would not stand the high heat of 125 pounds steam, so I got all his pipe in the mills property covered with the Chalmers-Spence Non-conductor. I also introduced this covering into the coal mines in Pennsylvania.

Then I met opposition in Pittsburgh by a sectional

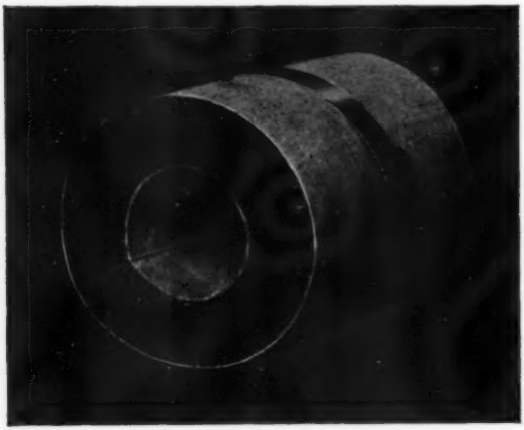

Photo by courtesy of the Twin City Pipe Covering Co., St. Paul, Minn.

Still another type known as Asbestos Lined Woolfelt Covering, and particularly adapted for insulating hot water heating systems. It is about the lowest priced covering on the market.

covering made by a Mr. Reed. It was composed of wool felt, which would not stand the heat.

In 1878 I returned to Chicago and met a Mr. George Kelly, who made a sectional covering out of lime, plaster of paris and hair binder. It was heavy and not strong enough.

In 1885 there appeared in Chicago a good looking sectional covering made of plaster of paris and lime and molded with a collar so as to make an air space. It looked

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Pipe Coverings
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CHICAGO, U. S. A.
Plant and Works at Wabash, Indiana

good and was light in weight, a fairly good non-conductor, but would not stand up under hot steam, becoming soft and breaking.

Since then several sectional coverings have been introduced. In 1887 mineral wool was made up in sectional form and did very well, for a few years, but that has been replaced by other modern covering, such as asbestos and magnesia.

To Mr. Valleau and Mr. Grier we are deeply indebted for the trouble to which they have gone in writing these recollections.

Defective Brakes on Motor Trucks May Cost a Fine

(New York American, May 13, 1922)

In an effort to reduce accidents, the police of New York City have started a crusade against brakes which are in bad condition.

A squad of men competent to drive trucks and test brakes have been sent out by the police department to inspect the brakes of trucks. Many trucks have been stopped and the brakes tested, with the result that the majority of those inspected have been found to be in bad order. In some cases it was found that the brakes were utterly useless.

Whenever the inspection disclosed brakes in bad condition, a summons has been served and the offenders fined $25.

This is not a spasmodic activity, but is now to be a regular thing, and it is planned to enlarge the equipment of the brake squad so that more men can be added to it.

This is a sensible step and should result in a reduction of accidents.

Test your brakes and put them in good condition!

GOOD TEXTILE SALESMAN WANTED
Apply Box 12 A-1, Secretarial Service,
246 North 17th Street,
Philadelphia.

MARKET CONDITIONS

One of the largest manufacturers of asbestos and magnesia products writes the Editor concerning the present and immediate future condition of the trade.

He says that, usually, improved demand for insulating materials is felt in August—sometimes as early as July—but that this year he has noted a decided improvement early in June. He ascribes this condition to the very large building program under way thruout the country and to the improvement in general business conditions.

He says that prices for 85% magnesia have been strengthened, and feels sure that the first of July will see some little advance in price, and he prophesies a material advance in prices of magnesia and asbestos covering, particularly of magnesia, within a few months.

He points out that there is a growing number of requests from railroads and large corporations for six to twelve months contract at current prices, and suggests that a wise manufacturer of asbestos and magnesia materials will avoid contracting for future delivery at today's prices, especially on magnesia, not only because the present price of magnesia covering is unreasonably low, but because of the coal situation, coal being a very large and vital part of the cost of producing magnesia.

He reports very heavy bookings of orders during June; in fact his letter is highly optimistic and is most encouraging. We regret our inability to disclose his identity, but our readers are at liberty to guess it.

During the past few days we have had several representatives of mine operators in the office, and while they report a continuing slow demand for spinning fibres and crudes, there is a very marked improvement in the call for short stocks, both in America and in Europe.

Naturally, when the miners say that the demand for spinning materials is low, it means that the textile industry is still quiet, altho there have been very large bookings of brake linings and packings during the past few weeks.

Many of the automobile builders report unprecedented demand for cars; in fact, several of the medium-priced cars are from two to five months behind in delivery, which, of

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Fire Backing High Temperature Blocks
Hot Blast Cement
Magnesium Oxide
Calcined Magnesite
Dead Burned Magnesite
Carbonate of Magnesia, U. S. P. & Tech.
Sodium Hyposulphite
Epsom Salts
Sal Soda
Paint and Rubber Fillers

course, means a continuing steady demand for large quantities of brake lining, and in addition to this equipment call we have noted a satisfactory improvement in the regular garage demand. In a little while we expect to see most of the wheels of the textile mills turn regularly, altho, as we have stated previously in these pages, productive capacity is far in excess of normal demand, and we honestly believe that it will be many years before the present available asbestos textile equipment can be operated to full capacity as asbestos goods.

Just because some money was made in the asbestos industry, a lot of people got the idea that it was a gold mine, rushed into it with money and men, and not only are already having hard sledding but in the frantic effort to get some business, prices have been made on certain classes of yarns and cloths at which nothing but loss can result. Such a situation is unhealthy and cannot long prevail.

The weaker sisters will either fall by the wayside or turn their equipment to the manufacture of other materials in which a living profit can be made.

It is too much to expect intelligent pricing under present conditions except by the older, more strongly entrenched companies which have sufficient reserves to stand aside until the price war has annihilated the combatants.

Demand for asbestos shingles, wallboard, ready roofing and all other materials entering into the building trade is quite good, the surprising part of it being that prices are still relatively low, demand and cost of production being considered. Price advances are clearly indicated.

Every business man should read the article appearing in the July issue of The Nation's Business, by Albert J. Beveridge, under title, "Free Business From Harmful Law."

WANTED

Salesman for Chicago Territory, familiar with the sale of Asbestos products, particularly brake lining, packing and textiles. Address 7M-2, "ASBESTOS."

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Carded Fibres
Yarns, Cord, Mantle Yarns
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Woven Sheet Packings
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Gloves, Mittens, Leggins
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Wick and Rope

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What it Takes to Feed the Automobile Industry

The National Automobile Chamber of Commerce publishes statistics which show that the annual requirements of raw material in the production of 1,668,550 passenger and commercial automobiles in the United States in 1921 were:

1,464,000 tons of iron and steel (4% of country's output).
16,500,000 square feet of plate glass (30% of country's output).
43,250,000 pounds of aluminum (22% of country's output).
83,425,000 pounds of copper (16% of country's output).
15,500 tons of tin (20% of country's output).
6,670 tons of lead (1.7% of country's output).
3,400,000 pounds of nickel.
313,800,000 feet of lumber.
37,165,000 square feet of upholstering leather.
88,400,000 square feet of imitation leather.
5,357,000 yards of upholstering cloth.
15,330,000 yards of top and side curtain material.
16,000,000 pounds of hair and padding.
5,900,000 gallons of paint and varnish.

How many feet of asbestos brake lining do you suppose were used? Would 4,000,000 feet be a plausible estimate? The automotive industry ranks fifth in size among the industries of this country and is daily growing. The saturation point of automobile buying seems far remote. Accessory and part manufacturers have much to encourage them in a promising future.

Automotive Industries says of trade conditions:

"Most passenger car companies have endeavored to speed up operations in the final week of May in an attempt to establish new production marks. June will bring no slackening of activities, for a flood of orders still is flowing into the plants. If the second quarter is not the largest ever recorded for passenger car production, it will be

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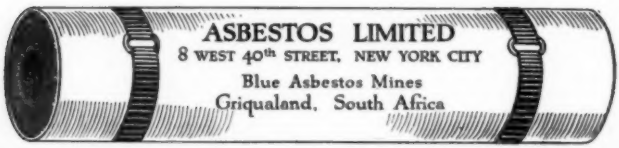
BEST 85% MAGNESIA

is made with

BLUE ASBESTOS



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close to it. Less than a month ago it was generally expected that the third quarter would bring a seasonal decline in sales, but the industry now is becoming confident that there will be no material falling off.

"Truck production is increasing altho improvement has not been as spectacular as in the passenger car field. Sales are likely to increase steadily. More farmers than ever before are considering the purchase of commercial vehicles and many of those now in operation will be replaced.

"Practically all part plants are operating at capacity.

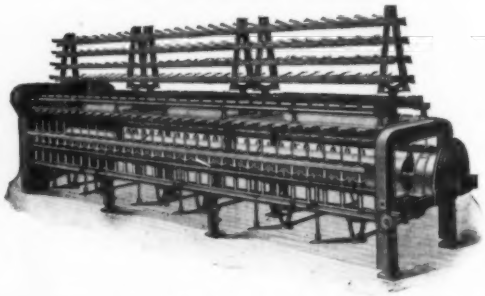
"Virtually all tire factories are running full blast, but tires are being made at a much smaller margin of profit."

We sincerely hope that every asbestos producing unit has read the editorial appearing on pages 335 and 336 of the Canadian Mining Journal of issue June 2d, under the head, "Co-operation and Progress."

The Canadian Mining Journal makes some very pertinent remarks which can be profitably considered by everybody in the industry.

ASBESTOS YARN MACHINERY

"The Standard of America"



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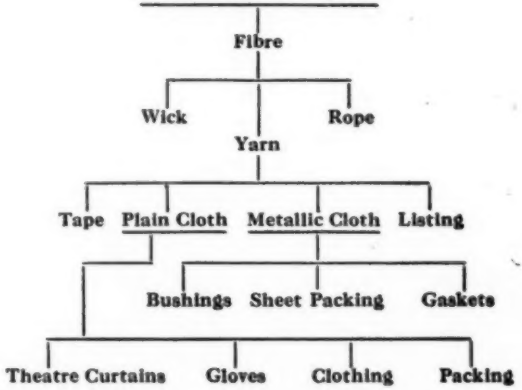

Compressed Asbestos Fibre Sheet Packing

"Quality and Service"

Letters to the Editor

We will gladly print in these columns letters addressed to the Editor along lines of general interest to our readers. The following letter is such an one, our only criticism of it being, in the words of Bob Maxwell, "Barnum said 'A sucker is born every minute,' but in those days they did not have split second watches."

Editor of "ASBESTOS,"
Philadelphia, Pa.

Dear Sir:

A recent advertisement in reference to Pipe Covering said, among other foolish things, "You can even hit it with a hammer," and the writer is reminded that in 1886 or '87 Hiram N. Hanmore, discoverer of carbonate of magnesia's almost uncanny ability to conserve heat, was on the Pacific Coast for the purpose of reflecting to Mr. Scott, president of the Scott Iron Works, this discovery, which since that date has doubtless saved steam users millions of tons of coal and as many dollars.

Hanmore had an interested auditor. Scott asked a great many questions, among them, "Mr. Hanmore, what would happen to this magnesia if in coaling a ship the coal heaver should run his wheelbarrow, loaded with 300 pounds of coal, against this covering?"

Hanmore replied, "Most likely, Mr. Scott, the same thing as would occur if this chap ran his wheelbarrow against your shins."

Magnesia's mission is an economical one. Its job is to save heat units from escaping the surface it covers, and it is on to its job every minute after it has been put in service. It must not be hit with a hammer or wheelbarrow or maltreated in any other manner. If it is anticipated treatment of this kind is likely to occur, it must be properly protected, the same as a batter on a cricket field protects his legs.

You, Mr. Editor, some little time ago in "ASBESTOS" covered this same thought very thoroly in rhyme under the caption "Fool Tests,' and now after 35 or 36 years have elapsed, I note that someone out of their inexperience, or with the echo in their mind of P. T. Barnum's statement that "a sucker is born every minute," and perhaps also with Barnum's conviction that the advertiser would "catch the sucker," puts in print the statement, "You can even hit it with a hammer."

Nearly all readers of scientific journals, in one of which this statement appeared, have long since learned that the insulation "you can even hit with a hammer" does not insulate.

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Contractors and Distributors Page

Putting the "BE" in Believe

Hustling contractors in the insulating pipe covering game should drive home the waste of bare pipes and the saving in dollars and cents of properly insulated pipes and boilers. Go down town in the large industrial cities, select a popular corner where thousands of people pass daily and set up a concrete installation of pipes and boilers covered as should be. Prove the efficiency in the show window by thermometers or other mechanical means so that the public may visualize what you have and what you are trying to sell. Carry the picture to them. Don't try to have them take it on faith and don't hide what you have to sell that people need. Local contractors could well afford this territorial propaganda.

The straw hat manufacturers have recently entered upon a propaganda campaign designed to have every man buy three straw hats this season. They have furnished dealers with a single folder shaped and designed to represent a hat and bearing the picture of a hat on either side. When opened the folder contains the baseball schedules of all the big leagues. Great propaganda and good business. Tell the people what they need when they do not know. Many people believe what they are told.

Some years ago the hosiery manufacturers started a campaign, purported to originate in France, to have women wear short skirts. Imagine men—a limited few at that—telling women what to wear. Many women swore by all that was good and holy they never would do it, but they all did.

Now the woollen textile manufacturers making cloth for women's wear are trying to recover their market and have figured that by having women adopt the long skirts they will sell a hundred million additional square yards of cloth annually. Will they put it over? If they say it with emphasis and often enough, with "pep" in their propaganda, they will.

Putting the "BE" in believe is telling the people the right thing at the right time in the right way EVERYWHERE. To be everlastingly told is to believe.

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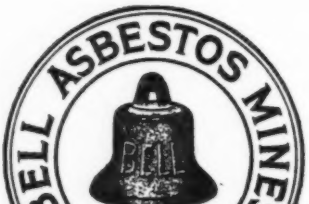

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ASBESTOS

EDITORIALS

This, the July issue, begins the fourth volume of "ASBESTOS" and the fourth year of our effort to keep the asbestos industry informed concerning itself.

The work has been pleasant. Of course there were a few eggs, a few errors slipped thru, and a few discouragements, but there were many roses as well. And all of it makes us want to strive even harder to give our readers the things they want in their magazine.

If you want to help us in our endeavor, suppose you tell us what you *do* want. Give us suggestions for articles, send us news notes, keep us supplied with your advertising literature, with the changes which occur from time to time in the personnel or operations of your firm. All this helps make the magazine interesting, and in turn we endeavor to supply information on the more obscure uses of asbestos, and the way in which it serves certain industrial purposes.

And by the way, why not have "ASBESTOS" Volume 3 bound? Several of our readers give us standing orders for such binding. We can attend to this work for you at nominal cost, if you like, or very possibly you can have the work done in your own town. Bound volumes are more convenient to handle and easy to refer to, besides obviating the possibility of losing or mislaying one or two of the issues.

Present Gain Vs. Future Prosperity.

On a certain day in May the A-B Company, a manufacturer of asbestos textiles, wrote to C-D Company, another asbestos textile manufacturer, asking for a price on 20,000 pounds of No. 10 yarn to contain 40% cotton in the mix.

C-D replied promptly, stating that no yarn containing such a large percentage of cotton was manufactured in their plant, and adding that the introduction of more cotton than was absolutely necessary for practical spinning would inevitably hurt the industry and should be rigidly opposed by all asbestos spinners.

A-B in replying says that while he "may not approve of the manufacture of so-called asbestos yarn with 40% cotton in the mix, still, if a customer asks for that kind of yarn, we propose to furnish it to him if it is possible to do so."

In other words, he takes the position that the customer knows what he wants and such being the case there is no alternative for the manufacturer but to take care of requirements as stated by the customer.

We hold no prejudice, but from a disinterested viewpoint, it is our opinion that precisely such lowering of standards by the manufacturers themselves has been the cause of demoralization in many industries.

Judge Landis has been called to direct organized baseball; Will Hays is running the moving picture business; the construction industry is seriously considering the retention of Franklin D. Roosevelt, former Assistant Secretary of the Navy, to perform similar functions in connection with the industry. In all three of these instances, the abuses current became so obnoxious and the public was so greatly estranged that the leaders in these industries, big, strong men tho they are, evidently could not clean their own house, and were compelled to bring in nationally prominent men to put them straight.

Undoubtedly asbestos materials perform vitally important functions in the arts and sciences, but they are valuable almost in direct proportion to the integrity with which they are manufactured and applied. When competition becomes extra keen, the buyer of asbestos goods, who in most instances uses such goods as parts of other finished products, will lower his standards just as far as he possibly can, and get away with it. If the motorcar builder, who puts on a cheap, flimsy brake lining, can be held morally responsible for resulting accidents and deaths, the man who makes the cheap, flimsy asbestos yarns or brake linings is equally culpable.

We do not for a minute believe that a 100% asbestos yarn is required for any commercial purpose, but experience has clearly shown that excessive adulteration is costly, both to property and life, and if the asbestos industry cannot control the quality of its products, it is silly to expect

the buyers and the users of those products, save in rare instances, to maintain standards of quality.

There may be some use for a 50% asbestos and 50% cotton yarn, but we doubt whether for such purposes the asbestos is necessary.

Sharp Corners.

Instance: A pipe covering contractor who bids competitively on specifications calling for 85% magnesia, wins the job by virtue of a low price and then applies air cell, because the inspectors for the owners are very lax or have been "fixed."

Instance: In a similar way two-inch thickness material is applied where three-inch is specified.

Instance: On a time and material basis work is measured with a short tape, owner's men are subsidized and inferior materials are used.

In each case, honest contractors have put in honest bids, and then lost the job to a low price which is possible only by the use of dishonest methods.

Chicago pipe covering contractors have appointed a vigilance committee whose duty it is to receive and inquire into complaints, arising out of work performed in violation of specifications.

It would be well for the industry as a whole to round off these sharp corners because no business is much better than the men who run it, and confidence of buyers is too hardly won to hazard it for such small and useless gain as comes from dishonest practice.

One Way to Save.

So much is being said and printed about standardization, elimination of unnecessary sizes, weights and measures, that many manufacturers are becoming tired of the subject.

It should be borne in mind, however, that if manufacturers in a given line can boil down a large number of different sizes to a comparatively small number of sizes which will serve the trade equally as well, the manufacturer is not only saving money for the distributor, jobber and

consumer, but is releasing a great deal of his own capital at present tied up in large stocks, which capital can be employed elsewhere in his business.

Furthermore, lack of standards makes for increased difficulty in competition. To illustrate, a standard roll of asbestos corrugated paper is supposed to contain 250 square feet and it is supposed to be 36 inches wide. If it were furnished 36 inches wide, then, in order to contain the 250 square feet, it should be exactly 83 1-3 feet long.

As a matter of fact, however, a standard roll of asbestos corrugated paper is regularly furnished 37 inches wide and to contain 250 square feet should therefore be 81.1 feet long.

It appears that some manufacturers furnish rolls 81.1 feet long, while other manufacturers furnish rolls 83 1-3 feet long.

Here is an instance where the competition is not fair unless the difference in length of the roll is taken into consideration by the buyer, and the seller, and we all know that these items are not usually analyzed very closely.

Take another item—the great number of sizes of pipe coverings required to be manufactured, stocked and handled all along the line from the producer to the consumer. It is perfectly true that the manufacturers of pipe covering will not be able to eliminate any of these pipe covering sizes until the cast iron and wrought iron pipe manufacturers, engineers and plant owners agree upon the elimination of certain sizes.

It must be evident, however, that a lot of these sizes could be dispensed with, thus releasing large amounts of money for more productive employment.

This is an illustration of conservation of capital and energy thru elimination of unnecessary sizes. We might go on into steam packings, brake band linings, clutch facings and a myriad other things in the asbestos industry, which are produced solely because the men responsible for their specification have not been educated to the tremendous importance of standards.

The Department of Commerce has been accomplishing a great deal along these lines, and it is hoped that the asbestos industry, individually and collectively, will do its full share toward supporting this desirable work.

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One of the Evils

What a difference in policy is noted when the Portland Cement Industry is compared with many other businesses! No matter how large or important the order for cement the business *must* go thru the authorized cement dealer, whether the cement is for buildings, roads or whatnot.

How about the Asbestos Trade? In very small measure is the dealer considered and, if the order is of only *fairly* large size, the factory rules it to be factory trade and handles it direct.

Much grief would be saved if dealer distribution were exclusively employed in marketing Asbestos goods.

One of the most encouraging expressions recently made by Government officials concerning business is that of the Hon. Nelson B. Gaskill, chairman of the Federal Trade Commission.

In an address given in Chicago on June 8th, 1922, to the National Association of Wholesale Grocers, Mr. Gaskill said:

"Because I believe that selling below cost is an unfair method of competition, I believe that a group agreement not to practice this method of doing business is a lawful agreement. It is, it seems to me as much a matter of internal concern and action in a trade association as is misbranding or commercial bribery."

A complete draft of Mr. Gaskill's address is in our possession and has been most carefully studied. Mr. Gaskill's reasoning is sound and if the proposition as above quoted can be sustained under the vast powers recently given the Federal Trade Commission by sundry U. S. Supreme Court decisions, then American business men can take a very much more optimistic view of the future than has been accorded them for the past eighteen months.

As a matter of simple justice no producer or manufacturer should be permitted to sell goods below his total cost of production, selling and administration, whether the control is exercised by the industry itself or by Government.

Imports and Exports of Asbestos

Imports.

Imports of raw material for the month of April amounted to 7,334 tons, valued at $244,423.00. Of this, 7,266 tons, valued at $227,802.00, came from Canada, while 61 tons, valued at $13,885.00, were imported from British South Africa, the balance coming from England.

It will be noted that the imports for April were about 100 tons less than they were in March.

Imports of manufactured asbestos were valued at $9,476.00, of which amount England supplied quite a large proportion.

Exports.

Exports of manufactured goods for the month of April amounted to

Paper, Millboard and Rollboard	82,463 lbs.	$ 4,644.00
Pipe Covering and Cement	362,760 lbs.	24,018.00
Textiles, Yarn and Packing	45,950 lbs.	37,124.00
Asbestos Roofing	937,533 sq. ft.	21,088.00
Other Manufactures	155,845 lbs.	48,934.00
Magnesia Pipe and Boiler Covering....	269,388 lbs.	15,392.00

It will probably be of interest to our readers to know that 166,098 lbs. of asbestos pipe covering and cement, valued at $11,226.00. were exported to Mexico, and 1,575 lbs. valued at $1,220.00 to France.

Also that there were exported to Japan 1,724 lbs. of textiles, yarn and packing, valued at $3,050.00; to England, 1,985 lbs., valued at $2,329.00; to France, 2,022 lbs., valued at $1,448.00; to Java, 3,178 lbs., valued at $3,052.00.

Exports of crude asbestos for the month of April amounted to 92 tons, valued at $2,052.00. It appears peculiar that 42 tons, valued at $132.00, of this crude asbestos, were exported to Quebec, Canada. Figures are queer things.

Carey

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Waterproof Insulating Paper
Roof Paints
Asbestos Roof Cements
Asphalt Pitch

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Comments on Report of the Canadian Bureau of Mines

The Report of Mining Operations in the Province of Quebec for 1921 has just reached our desk.

As usual this report is very comprehensive and most interesting.

On page 4 of this issue we show graphically the production of crudes and fibres during 1921 and no further comment on that part of the report is necessary.

We will give briefly in the following a few of the most important points brought out by the report:

(a) Shipments of fibre for the year 1921 from Canada amounted to 87,475 tons, valued at $5,199,789.00, as compared with 179.891 tons valued at $14,749,048.00 during 1920, which indicates a decrease in 1921 of 51.3% in tonnage and of 64.7% in value.

(b) Stocks on hand, stored in mill sheds, at the end of the year 1921 amounted to 53,345 tons, representing an approximate value, based on the prices at which fibre was sold during the year, of $6,764,598.00.

(c) The average value of asbestos shipped during 1921 was $59.44 per ton, as compared with $81.99 in 1920. This was due probably to two causes, viz: a decrease in the prices of all grades of asbestos, and the fact that the main demand was for lower grades, whereas in the three previous years the higher grades were in greater demand.

(d) Rock mined in 1921 amounted to 2,224,138 tons, as compared with 3,123,370 tons in 1920. The average content of asbestos in the rock mined during 1921 was 107.2 lbs. of fibre per ton of rock, while in 1920 it was 109.1 lbs.

The report also gives quite a bit of data concerning the various mines, particularly the development work, installation of new machinery, etc., during the year. We might say in passing that quite a bit of such work was done during 1921 probably because the mines wished to keep as many men working as possible and when they were not producing asbestos the needed repairs and improvements were made, thus putting the mines in fine shape to produce when demand grows greater.

If any of our subscribers would like to read the entire

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Phillips Square - Montreal

General Office

THETFORD MINES
Quebec, Canada

report we can arrange to lend them a copy since we have an extra one here, altho we imagine a copy could be obtained by writing Mr. Theo. C. Denis, Superintendent of Mines, Bureau of Mines, Province of Quebec, Canada.

Teaching Asbestos to the Coming Generation

By Frank Hilton Madison

The Field Museum of Natural History in Chicago contains an exhibit of asbestos along with its many hundreds of other exhibits, but it is a question whether people who "do" the museum in a day remember much except the unusual animals or other extraordinary things. And altho the school children of Chicago are admitted free, less than one-tenth of them visit the museum during the year and when they do, regard the excursion more as one of pleasure than as school work.

After consideration of these facts, and consultation with the best teachers and sociologists available, the late N. W. Harris, a prominent Chicago banker, endowed the Field Museum with $250,000, to be used for a traveling museum of natural history and economic specimens.

The N. W. Harris Public School Extension of the Field Museum of Natural History consequently obtained several hundred exhibits of various materials, asbestos among them and sees that they are cared for and routed thru the grammar and high schools, the Y. M. C. A. schools and ex-service men's vocational schools of the city. In the course of a year they are studied by from 300,000 to 500,000 persons, not only the students, but parents who visit the community centers on certain nights of the week.

The information given on the labels of the asbestos exhibit, as well as others, is clear, easily understood and interesting. The cases are so made that the materials are near the glass where they can be studied carefully.

The case containing the asbestos specimens is 24 inches long, 21 inches high and 7 inches deep; the specimens are mounted on thin, black wooden tablets three by five inches or larger. Where powders or cements are shown, a box-

like container is mounted inside the case and each specimen is plainly labeled.

The asbestos case at present in use contains:

Crude Asbestos
Asbestos Fibres of different qualities
Asbestos Roofing
Asbestos Paper
Asbestos Wood
Asbestos Pipe Covering
Asbestos Sponge Pipe Covering
Moulded Asbestos Pipe Covering
Asbestos Cement Shingles
Asbestos Millboard
Asbestos Cement.

The labels are quite large and framed. They slide into the cases when en route but in the school rooms are made to stand out like ears.

The case goes thru all rooms of the school and is shown at the community gatherings before it is sent on to the next schoool. As a general thing it takes a case about three weeks to cover one school.

Other cities are showing interest in this educational plan, particularly Brooklyn, Philadelphia, Pittsburg, St. Louis, Milwaukee, Cleveland and Los Angeles, and eventually it will no doubt become a part of the educational plan of every community.

The Danger Signal

Motor traffic that kills and a gun that "I didn't know was loaded" are in the same category. It is time the motorist awoke to the fact that he is driving a deadly weapon and that every time he ignores faulty brakes he is pointing a loaded gun at a fellow mortal's head. The statement of an insurance publication that in the United States during 1920, 12,000 persons were killed and 1,500,000 seriously injured in automobile accidents is something to think about. In the language of the weapon, efficient brakes are to the car what the shell is to the gun. If the brakes are properly lined you can control your car at all times, just as if your gun is not loaded you need have no fear of discharge. Mind those brakes. Reline them and keep them lined.

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THE QUEBEC ASBESTOS CORPORATION

Office and Mines

East Broughton, Province of Quebec
Canada

Interesting Bits Concerning the Early History of Blue Asbestos

As told by the South African Mining & Engineering Journal.

That part of South Africa lying Northwest of the Cape, in other words the district stretching from Prieska to Upington and from Kenhardt to Griquatown, has seen a great deal of money sunk in prospecting work, far more than has been recovered from mining. There is hardly a mineral known which has not been sought—and found—in that section, and hardly a farmer there who has not received option rentals at some time or other, often for years on end. To date, however, but one mineral has proved payable—Blue Asbestos, the crocidolite of the mineralogist.

Blue Asbestos is so typical of the Griqualand shales or jasper shales of the geological system now known as the Transvaal series, that the low ranges of hills composed of these shales which run from south of Prieska to north of Griquatown are marked on many maps as the *Asbestos* mountains. The old Dutch farmers called them "Gift-Bergen" from the number of poisonous plants that were at times to be found growing thereon. The Transvaal System, with its asbestos deposits, runs right away to the north of the Transvaal. The mining of the Blue Asbestos started about 1891, the Cape Asbestos Company, formed very largely thru the influence of the late Mr. Oates of DeBeers, starting work in that year on the farm Koegas. There were many difficulties to contend with, the great distance from the railway (150 miles to DeAar) the thinness and somewhat erratic nature of the reefs which made ordinary mining methods unpayable, and the quality of the products. Manufacturers used to white asbestos were very chary of using blue because, while it is much stronger than white, it is also much harsher and requires special machinery to work it.

The obstacles to be overcome in finding a market for the blue Asbestos may be judged by the fact that about 1899 about 300 tons of it were dumped into the sea at Port Elizabeth to save storage charges, and on another occasion

a claim for £2,000 was made by a German firm for damage to their machinery thru having tried a consignment of the material. However, thru the energy and perseverance of Mr. Oates, ably backed up by the manager, Mr. Rundle Olds, these difficulties were finally overcome, a cheap method of mining was adopted, facilities for manufacturing the crude fibre were started in England, Italy and Germany, and the Blue Asbestos slowly but steadily pushed into public notice and favor.

Asbestos is found on practically every farm in the Asbestos ranges, and on nearly every one can be seen debris heaps showing the position of old or present workings; only on a few, however, has anything approaching real mining been done—usually the work is little better than rabbit-burrowing. By the method of mining adopted by the Cape Asbestos Company each native worker mined as much asbestos as he could and sold it to the company at a fixed price.

For many years this work was confined to the Prieska District, but of late numerous ventures have been started round Kuruman, and one or two in the Northern Transvaal. Blue Asbestos is found in quantity in no other part of the world. At present the annual production is about 6,000 tons, which, of course, is small, compared with the production of chrysotile varieties. The output of Blue Asbestos can undoubtedly be increased, and there should be a good future for the Blue Asbestos Industry, especially if more efficient methods of mining can be adopted. At present it is practically all hand labor, and while several machines for crushing and stamping the products have been tried, so far they have not been successful to any great extent.

Some of the Asbestos reefs are silicified, especially in disturbed areas, and the very ornamental stone known commonly as "crocidolite" or "tiger-eye," blue, yellow or brown, occurs. When first discovered this material was despatched to England and Germany in small packets by parcel post and realized as much as five shillings per ounce. Then certain people, anxious for "get-rich-quick" results, sent it over in sackfuls and killed the market. At present there is practically no demand for crocidolite, which seems a pity as it is a very handsome stone.

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NEWS OF GENERAL INTEREST

The output of Bituminous Coal amounted to 15,780,000 tons in April, or a little less than one-third of the March production. This is the smallest production of bituminous for any month in the last ten years. Anthracite production in April was practically negligible.

Building contracts awarded during May in twenty-seven northeastern states totalled $362,590,000 or nearly 10,000,000 greater than in April. This established new high records for the industry, both in value and in volume. Residential buildings were valued at $140,933,000, compared with $132,478,000 in April. Contracts awarded in May for social and recreational buildings showed a large increase.

Production of passenger autos for the month of April, according to Department of Commerce figures, was 196,512, an increase of 30 per cent over March. It is expected that May production will exceed that of April. The Studebaker Corporation surpassed all previous records, both for production and sales, in the month of May, their sales totalling 14,000 cars.

On June 8th, the Goodyear Tire & Rubber Company made its 45,000,000th tire. The tire will be exhibited in the various branches of the company, and will then be placed in the firm's museum at Akron.

We note from Rubber Age that experiments are being made with rubber as an insulation for cold storage pipes and chambers.

According to the "Tractor World" automobiles are replaced with new ones on the average of every five years.

The Standard Underground Cable Company reports under date of June 30th, that the domestic copper market is quiet, and prices have weakened slightly. 13¾ to 14c may be considered the present price for eastern delivery, for third quarter. Japanese and Chinese demand has shrunk considerably during the last fortnight, but European demand has kept up very well.

The market for zinc is also rather quiet; prices for Prime Western hold at 5.25 to 5.30, East St. Louis, for the next two or three months' shipment.

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NEWS OF THE INDUSTRY

Thru inadvertence a considerable volume of notes received by us from our European correspondent were confused, and in the April 1922 issue of "ASBESTOS," on page 44, second item, appeared an article confusing the Orange River Asbestos Mines, Limited, with the Cyprus Asbestos Company, Limited.

We are in possession of cutting from the London Times of June 8th, and from the Daily Mail, London, of February 9th, also of a letter from the Anglo-French Middle East Development Corporation, Limited, British Agents for the Cyprus Asbestos Company, Limited, all indicating that the Cyprus Asbestos Company, Limited, is fully and adequately financed, and its personnel is made up of the very finest type of English business men The Board of Directors is headed by the Right Honorable Lord Inchcape, chairman of the P. & O. Steamship Company, and contains among an imposing list of others, Sir Thomas Royden, chairman of the Cunard Steamship Company.

There can be no question about the integrity, financial and otherwise of these gentlemen and the publication "ASBESTOS" is sincerely sorry for having permitted a statement to appear in its pages unfair to the Cyprus Asbestos Company, Limited, and a statement, the responsibility for which rests squarely upon the Editorial Department of "ASBESTOS."

We hope that every reader of these pages will eradicate from his mind the erroneous impression given by the article in the April, 1922, issue.

The Biltong Asbestos Company Limited has recently been organized, according to information noted in the South African Mining and Engineering Journal of March 11th issue. The directors of this Company are: John St. Leger, Chairman; Dr. A. Marius Wilson, A. J. S. Lewis, C. Forrest Rigg, J. P. and Ben Wilson. Secretaries and registered offices; Partington & Co., Markham's Buildings, Capetown. The engineer is W. J. Grant, A. I. M. & M. The normal capital is £75,000.

The property being acquired by this new Company is located in the Vukwe Hills, Shabani district of Southern Rhodesia and consists of about seven base metal claims of Asbestos bearing ground. According to the prospectus, the fibre mined is pure white chrysotile equal to that produced in Canada. Some development work has been done on this property and the mining conditions are ideal

Further information can be secured by writing "ASBESTOS."

From schedule for consideration of the Consolidated Classification Committee at its July meeting, we note that the mini-

mum carload shipment of asbestos air cell, now 24,000 pounds, is suggested to be reduced to 18,000 pounds.

Also asbestos table covers or pads, in boxes, now taking first class, are suggested to be placed in second class, this applying to all classifications.

A change is also suggested on asbestos and mica composition for electric wire insulation, from third class less carloads, and fifth class carloads, all classifications, to fourth class less carloads in the southern (remaining third class in official and western) and in carloads to sixth class in the southern and A class in the western classification, remaining fifth in the official.

Hearings scheduled for July 10th at 1830 Transportation Building, Chicago, and July 17th, at St. Charles Hotel, Atlantic City, N. J.

The business situation in Germany remains unsatisfactory. Exchange is dropping continually, and no one can foretell the ultimate stopping point. Under such conditions no large orders or contracts are forthcoming and our friends in Germany inform us that not even the German railroads get sufficient coal from German coal mines, but are compelled to buy English coal in order to maintain railroad service. Gas plants are under the same necessity, the reason being that practically everything is going out for reparations. Under these circumstances German industry is working under severe handicaps almost impossible to remove.—From our German correspondent.

Our birthday list is larger than usual this month, because before the publication of the next issue, four prominent men in the industry will celebrate their birth anniversaries. They are Wm. M. Meek, president of the Dominion Asbestos & Rubber Corporation, on July 26th; S. R. Zimmerman, president of the United States Asbestos Company, on August 1st; J. T. Jenkins, secretary of the General Asbestos & Rubber Company, on August 4th, and W. G. Ross, president of the Asbestos Corporation of Canada, on August 6th. To all these gentlemen we extend most hearty congratulations and good wishes.

According to the New York Tribune, Jelke, Hood & Co. are offering $300,000 Vermont & Quebec Power Corporation first closed mortgage twenty year 8 per cent. sinking fund gold bonds, due January 1, 1942. The bonds are guaranteed as to principal, interest and sinking fund by the Asbestos Corporation of America, and are offered at 100 and interest.

The report of the Canadian Bureau of Mines for the year 1921 makes mention of the development of a promising asbestos prospect about two miles south of St. Cyr Station, by Queen Asbestos, Limited, and also of an occurrence of what the Bureau of Mines terms pre-Cambian Asbestos found in the township of Kilkenny, county of Montcalm, this latter deposit having been visited by an officer of the Quebec Bureau of Mines.

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Charles H. Stringer, who has for the past several years been connected with the National Asbestos Manufacturing Company of Jersey City, N. J., has resigned from that firm, and established himself at 558 Central avenue, Newark, N. J., as a distributor for asbestos air cell and wool felt coverings, cements, asbestos paper and millboard, asphalt roofing and shingles.

The office of "ASBESTOS" was favored recently with a call from Mr. Bernard F. O'Neil, of Seattle, Wash., who is interested in Arizona Crude properties.

According to Financial America, the Asbestos Corporation of Canada has declared the usual quarterly dividends of 1½% on the common and of 1¾% on the preferred stock, both payable July 15 to holders of record July 1st.

An interesting article appears in the June 10th issue of the India-Rubber Journal, under the title "Asbestos Substitutes and Similarities," it considering the properties, chiefly the non-conducting properties, of slag wool spun glass, soapstone, talc, fossil meal and wood pulp.

Under the title, "Stopping the Leaks," Scientific American for July tells how asbestos insulation improves the performance of electrical apparatus. A somewhat similar article but more comprehensive, will shortly appear in these pages.

A note in Canadian Mining Journal tells of a plant soon to be established near Perth, Western Australia, under the auspices of the State Government, for the manufacture of asbestos products.

Mr. Maurice Amado, European representative of the Black Lake Asbestos & Chrome Company and of Asbestos Mines, Limited, is slowly recovering from a serious illness. A considerable part of his recuperation has been accomplished at Aix-les-Bains.

Mr. Arnold W. Koehler, President, Asbestos Textile Company, sailed for England and the Continent on Saturday, June 17th, for an extended business and recreational trip. We hope for Mr. Koehler a most successful journey.

Fabrique de Materiaux Speciaux de Construction has been organized for the manufacture of Asbestos Shingles, at Prouvy (Nord) France. Mr. J. Cuvelier, a mechanical engineer, is the General Manager.

Mr. Samuel Wise of the Arco Company, Cleveland, O., with his family, is on a vacation tour thru England, France, Belgium, Germany and Switzerland.

Consolidated Asbestos, Ltd., of which Sir Mortimer B. Davis is chairman, being convinced of the need to maintain intimate relations with its customers, particularly so that the grades of materials required by customers may be produced accurately and economically, has issued a letter of invitation to American buyers of raw asbestos to visit its mines, expenses of the visit to be paid by Consolidated Asbestos, Ltd.

To our notion, this is a forward-looking step and we imagine the invitation will be accepted rather generally.

In the June 10th issue of Rubber Age, H. W. Greider, Industrial Fellow at the Mellon Institute of Industrial Research, Pittsburgh, comments on and criticizes an article written by A. H. Smith, entitled, "The Use of Magnesia in the Rubber Industry," which article appeared in the May 10th issue of Rubber Age, but had been reprinted by Rubber Age from the April issue of "ASBESTOS."

One of the more recently incorporated companies in the asbestos and magnesia insulation field is the Asbestos Construction Company, Suite 210, 305 Broadway, New York City, which was organized by W. N. Ennis, now president and manager, and Thomas F. Gallagher, both these gentlemen having had fifteen years' experience in connection with the New York branch of Johns-Manville, Inc. The Asbestos Construction Company was organized in January of this year and reports having at the present time several large contracts under way.

We are advised that Natal Asbestos, Limited, is increasing its capital by £6,000, and that the first £1,000 has already been subscribed for by its present shareholders. The Company controls 400 acres of asbestos bearing ground.

The Philip Carey Company announces that it has advanced its price on 85% magnesia products 10 to 20%, effective July 1, 1922.

A. C. Ryan, formerly manager of the Dominion Asbestos & Rubber Company, Philadelphia, has organized A. C. Ryan & Co., located at 223 Dock street, Philadelphia, which latter company will act as Philadelphia representatives of the Dominion Asbetos & Rubber Company and the Stewart-Dickson Company.

The probationary period for filing objection by creditors having expired, the sale of the Valley Forge Magnesia Plant was confirmed by Judge Miller in the Montgomery County Court, Friday, June 23rd.

PATENTS

On May 30, 1922 patent was granted to Fred Patee, Casper, Wyoming, on a building block, this having been filed June 21, 1920, Serial No. 390,331. It is described as "a building block composed of asbestos aggregate between five and seven parts,

Portland cement one part, hydrated lime between ten and twenty per cent. of the weight of the cement, the same being mixed with a suitable quantity of water."

On June 13th, 1922, patent for Insulating Covering for Pipes, was granted to Chas. Read, Brooklyn, N. Y., Serial No. 415,229, filed October 7th, 1920. It is described as "an insulating covering for pipes comprising a plurality of mating foundation sections, each having a plurality of spaced staggered recesses therein, a covering of insulating material secured to the outer side of each covering, locking means for securing the foundation sections together, and means for spacing the covering away from a pipe to provide a dead air chamber there around."

On June 13th, patent was granted to Alfred Angers, Black Lake, P. Q., Canada, for an Asbestos Fibre Separator Filed June 18, 1921, Serial No. 478,672. This is described as follows: "In a machine of the character described the combination of a housing, partitions located within said housing, and dividing the latter into central and side compartments, said partitions having openings therein providing communication between the central and side compartments, plates secured to the inner side of the central compartment above the openings, and inclined downwardly; baffle plates arranged in staggered relation and extending toward the ends of the first mentioned plates; suction pipes extending into the side compartments, at the upper end thereof and inclined plates leading from the lower end of the partitions to the upper end of the side compartments, substantially as and for the purposes set forth."

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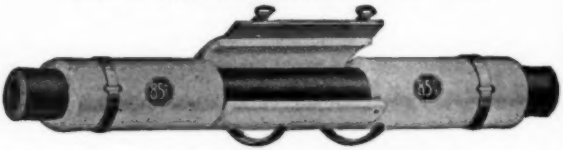

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